

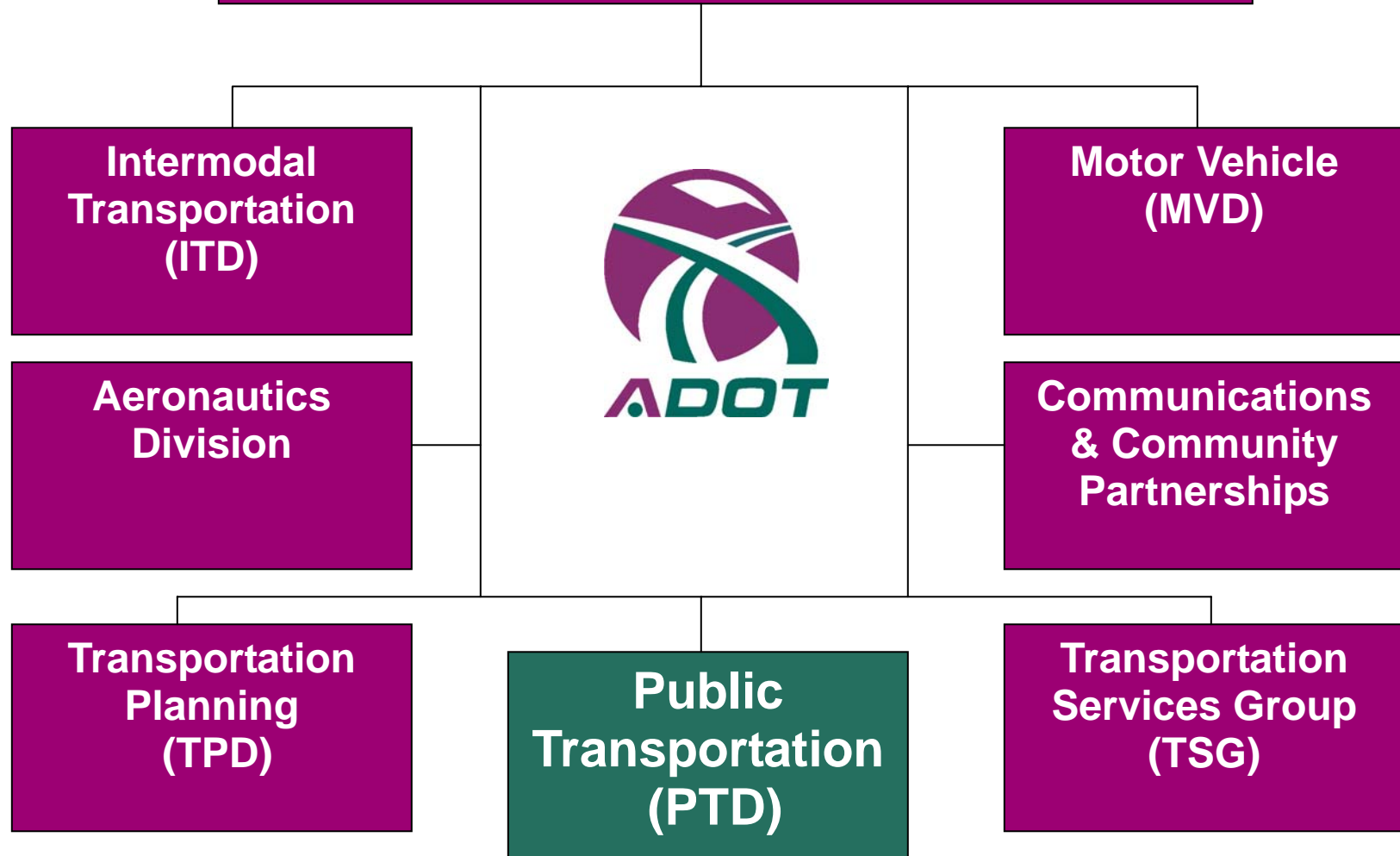
# Public Transportation Division

## Arizona Department of Transportation

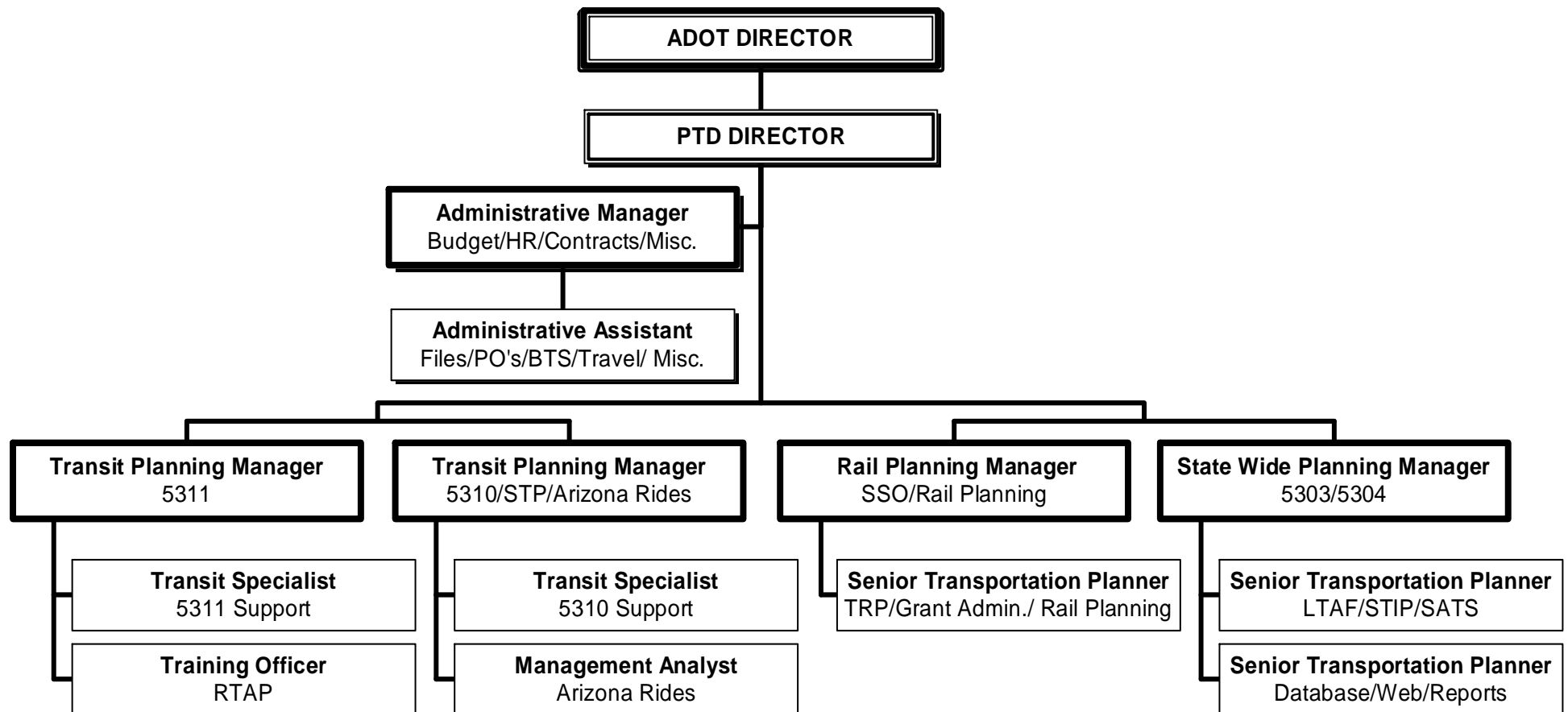
# 2006 Annual Report



# Arizona Department of Transportation



# Public Transportation Division



# Public Transportation Division

The Arizona Department of Transportation's Public Transportation Division was formed in 2004. Its role within the state is to:

- Administer Federal transit programs which provide local transit systems with capital and operating assistance.
- Provide technical assistance and expertise to local transit agencies and decision makers.
- Coordinate and fund transit and light rail planning efforts in rural and urban areas.
- Serve as the State Safety Oversight (SSO) agency for light rail.
- Insure a multi-modal approach to the problems of mobility, congestion and air quality throughout the state.

Public transportation serves a variety of functions in Arizona. It gives mobility to persons without access to an automobile and to those who don't drive. It provides important links between rural communities and metropolitan areas.

In urban areas, transit is important in reducing traffic congestion and air pollution by providing an alternative to the single occupant vehicle. It supports Arizona's economy by providing employers with a more mobile workforce and enhances tourism by offering visitors transportation options.

The SAFETEA-LU transportation reauthorization signifies the growing importance of public transportation in rural, urban and metropolitan areas. The estimated \$304 million over four years for public transportation in Arizona is key to planning and program efforts in meeting the needs of a growing and aging population.

The Public Transportation Division supports all of these functions through four major programs and a variety of special projects. Each of these programs is described in more detail within this booklet.

**Rural Transit Program**

**Elderly & Disabled Transit**

**Transit Planning**

**Rail & Safety Oversight**

**Special Projects**

# Public Transportation Division Funding

The Public Transportation Division administers funding from a variety of state and federal sources. This chart shows the current level of funding from each of the primary sources:

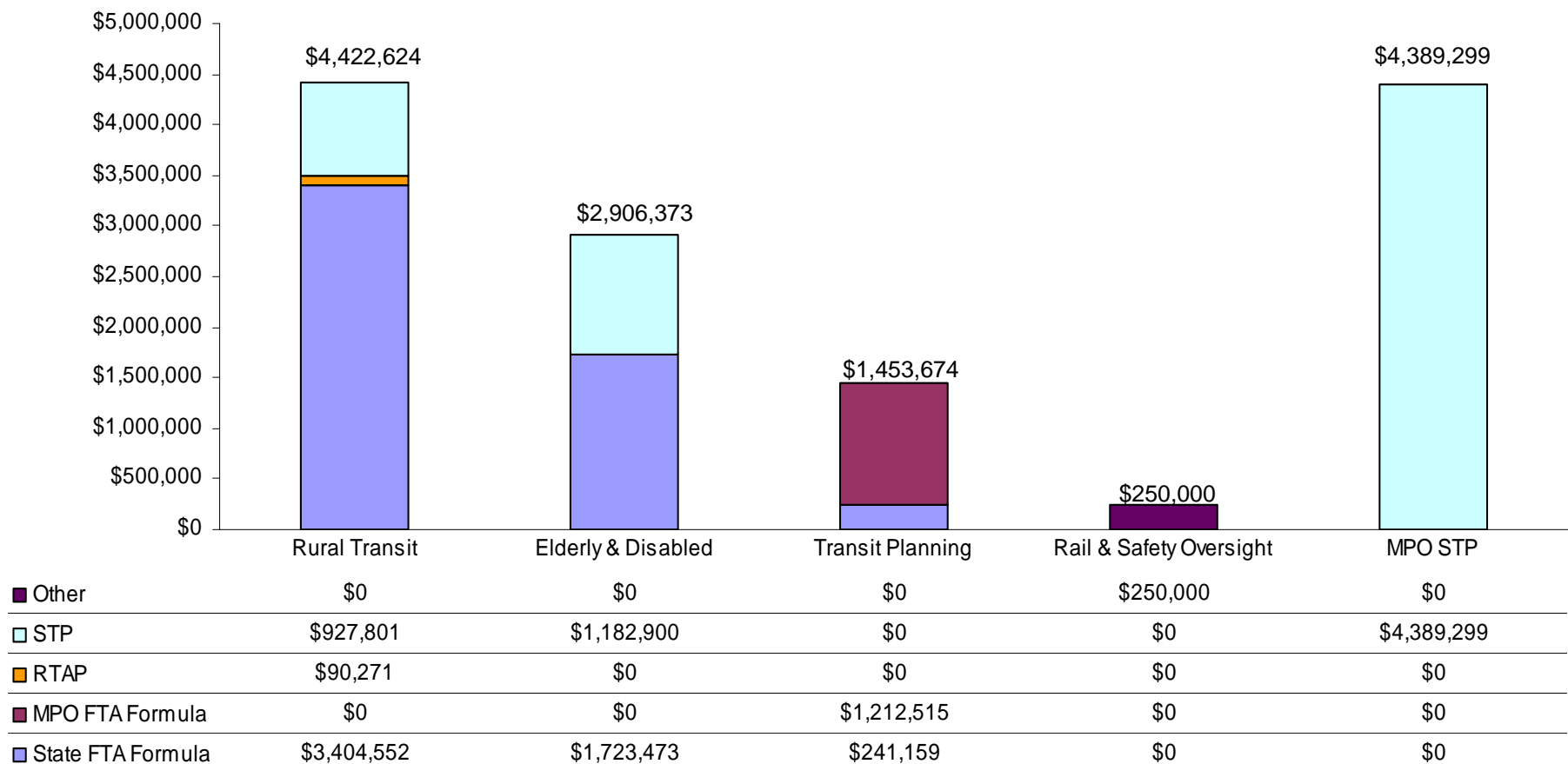
- **FTA Formula Funds**  
Federal funds for rural transit, elderly and disabled transportation and urban/rural transit planning are allocated to the state using population based formulas and then to service providers on a competitive application basis.
- **STP Flexible Funding**  
Federal Highway Funds which can be “flexed” to support public transportation activities.
- **Rail & Safety Oversight**  
Funding which Valley Metro provides to ADOT to provide state safety oversight of the light rail system.
- **State of Arizona**  
State allocated match funding.
- **LTAfII**  
Local Transportation Assistance Fund II funded through Lottery proceeds.

Division Funds Administered FY 06	
FTA Formula	\$5,459,455
STP Flex	\$2,110,701
Rail & Safety Oversight	\$250,000
State	\$42,000
Total Annual	\$7,737,155
LTAf II*	\$5,296,205
Total FY 06	\$13,033,155

\* LTAfII Funds can significantly change from year to year.

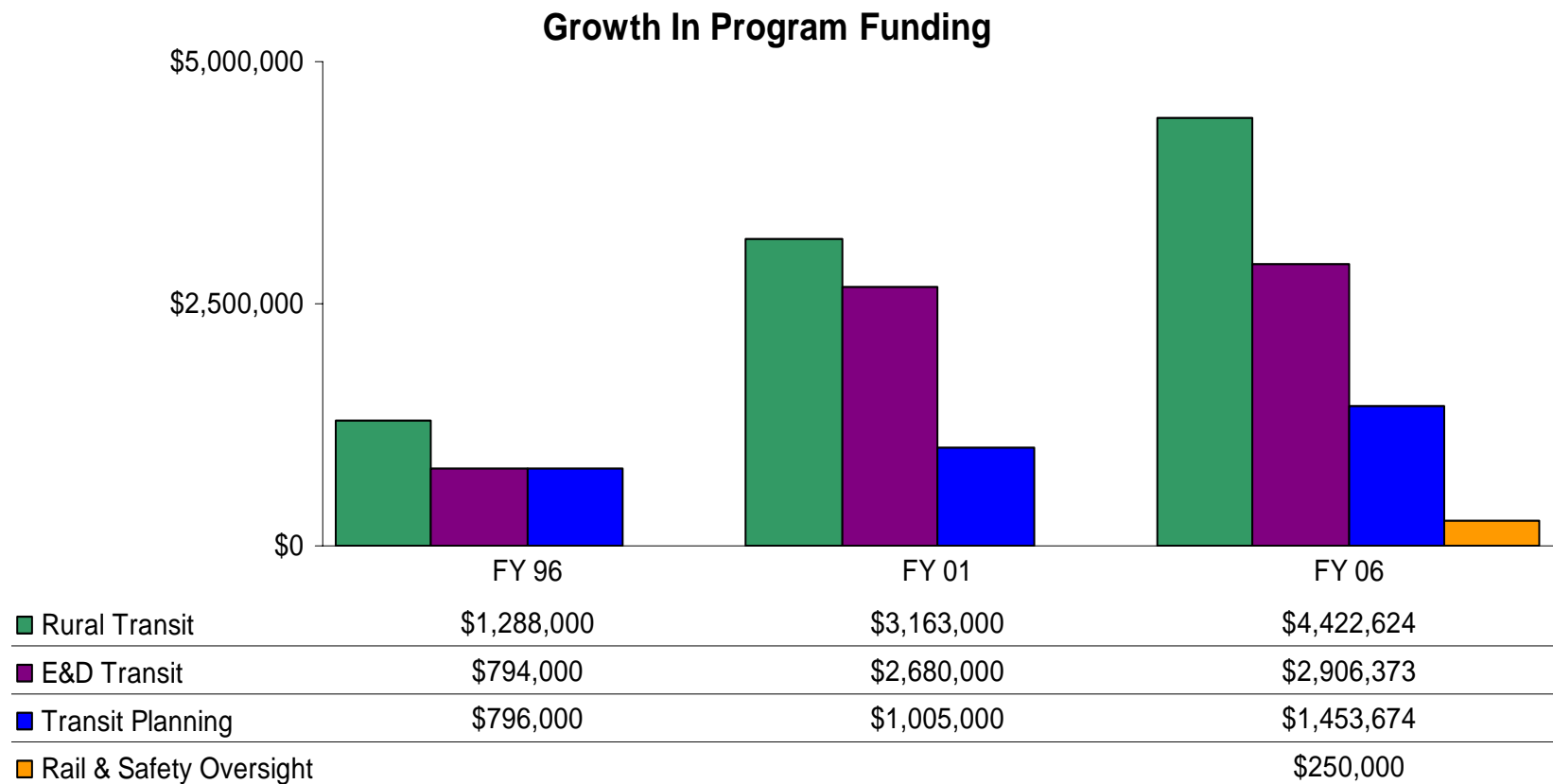
# Public Transportation Funding

The funding received from federal sources is used to support public transportation throughout the state. The chart below shows the funds distributed or administered by the Public Transportation Division in FY 2006.

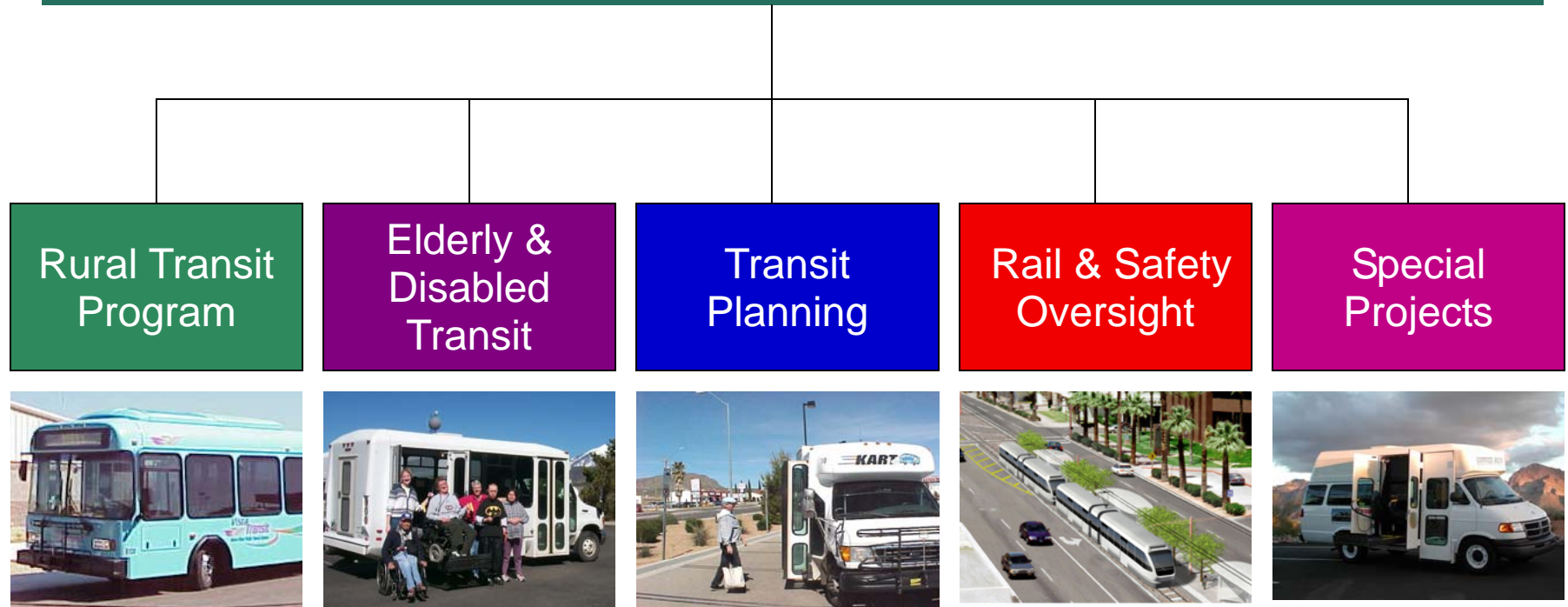


# Public Transportation Division Funding

The chart below shows the growth in funding for each public transit program over the past eleven years. Note that the Division's role in rail and safety oversight was initiated in 2004 and is therefore not shown for previous years.



# Public Transportation Division

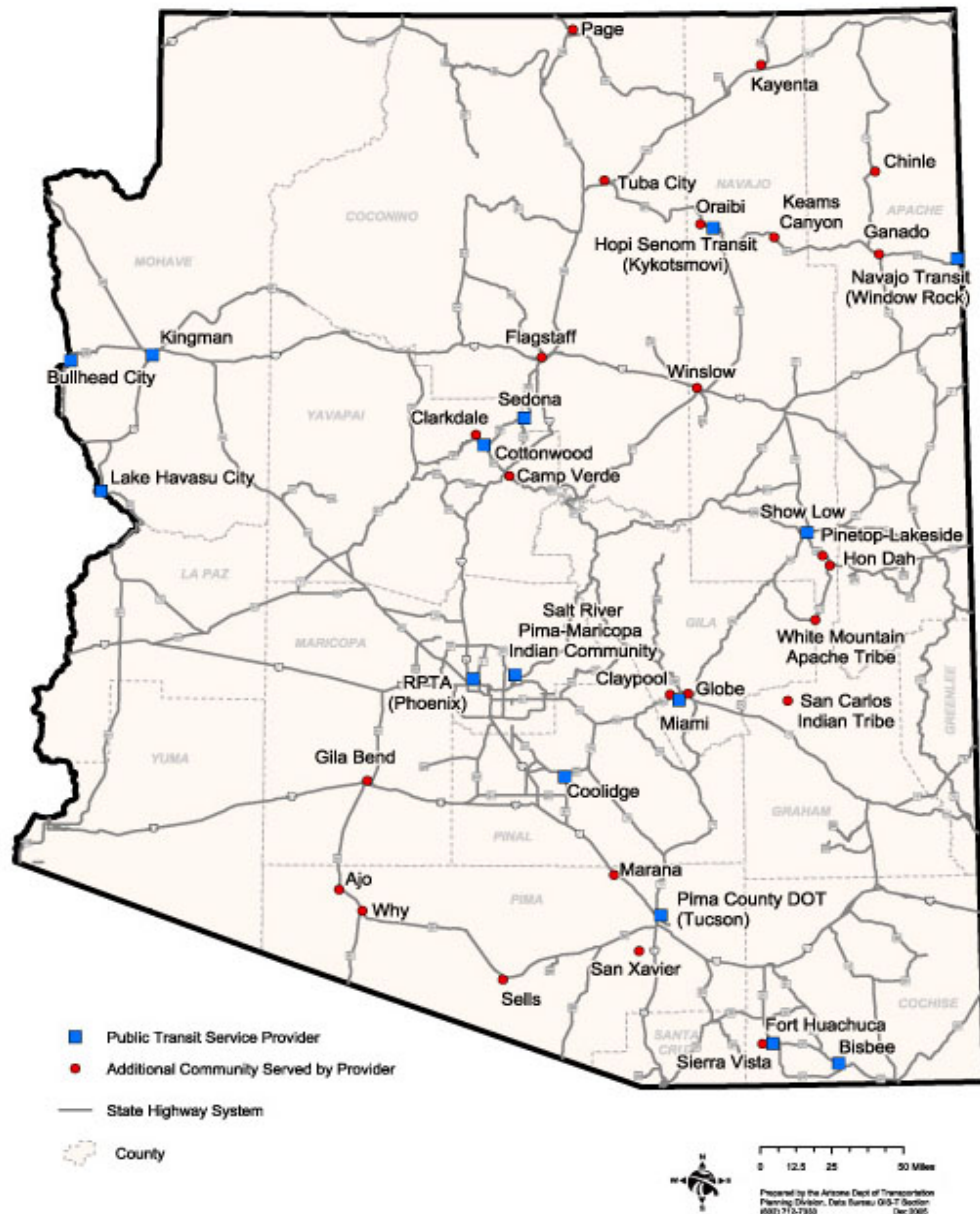


Following is an overview of each of the Public Transportation Division's primary programs and of Special Projects currently in progress.

# Rural Transit Program



*There are 15 rural transit providers within the state, serving 39 communities. Collectively, they provide more than 700,000 passengers trips each year. The map at the right shows the providers and the communities served.*



# Rural Transit Program

The Section 5311 Rural Transit Program provides capital, administrative and



operating assistance for public transportation programs in rural and small urban areas.

As administrator for the 5311 program, PTD funds cities, towns, Indian tribes and other transit agencies to operate rural transit systems at the local level. Approximately 2.5 million miles of passenger service are provided annually to more than 700,000 passengers in communities throughout the state.

Funding for rural transit services comes from several sources:

- FTA Section 5311 Formula Funds
- FTA section 5313 Planning Funds
- STP Flex Funds
- LTAF II Funds
- Rural Transit Assistance Program

PTD combines these sources to provide a coordinated program of rural transit planning, research, training, technical assistance, operations support and capital funding.

## Section 5311 Formula Funds

Federal Transit Administration Section 5311 funding supports capital expenditures (80/20% match), operating expenses (50/50% match) and administrative expenses (80/20% match) of general public transit services in rural and small urban areas (under 50,000 population). The funding is allocated to states on a population-based formula and the Public Transportation Division awards the funds to participating systems through an annual competitive application process.



## STP Flex Funds

ADOT has made available Surface Transportation Program (STP) funds to further support the Section 5311 Program. Typically these funds are used to augment the capital procurement process. Administratively, STP funds are transferred from the Federal Highway Administration (FHWA) through the Federal Transit Administration (FTA) for eligible recipients in the Section 5311 Program. STP funding is determined annually by the State Transportation Board.

## LTAF II Funds

The LTAF II fund receives proceeds from the Arizona Lottery in years when lottery income exceeds an established threshold. These funds are distributed to cities, towns, and counties, some of whom allocate them to rural transit providers to use for capital purchases, to match federal funds or enhance operations. This funding source is periodic and cannot be budgeted annually.

# Rural Transit Program

## Rural Transit Assistance Program

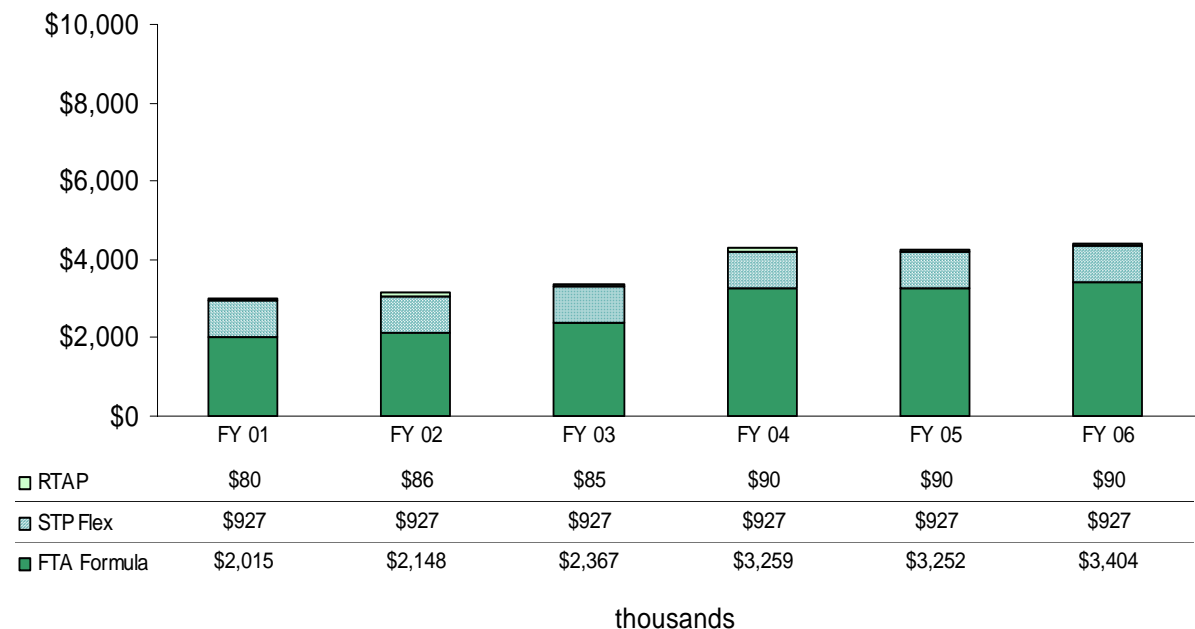
In addition to providing funding, Public Transportation Division staff provides technical support, training and planning assistance to the rural transit providers. Through the Rural Transit Assistance Program, transit providers receive training in the areas of operations, maintenance, drug and alcohol program supervision, ADA requirements and marketing. They are also provided with aid in developing Three Year Transit Plans, producing passenger information materials and carrying out vehicle and facilities procurements. Communities considering implementation of new rural transit services are provided with new-start support and technical assistance.

Through the Section 5311 funding sources, PTD serves as a broad resource for the rural transit providers.

## Funding History

The chart below illustrates the history of funding for the rural transit program.

**Rural Transit Program Funding**



# Rural Transit Program

## City of Bisbee

The City of Bisbee operates a fleet of two vehicles to provide deviated fixed route service within the City of Bisbee, including Naco, Arizona. The Bisbee Public Transit Service also connects with the Cochise Commuter servicing the Douglas, Bisbee and Sierra Vista corridor. Service runs Monday through Saturday and provides over 30,000 passenger trips per year.

## City of Bullhead City

Bullhead Area Transit System (BATS) provides deviated fixed route and dial-a-ride service within the city limits and connects with the Laughlin Connection, an intercity service to Laughlin, Nevada. BATS operates Monday through Saturday and provides over 98,000 annual passenger trips with a fleet of ten vehicles.



## City of Coolidge

The City of Coolidge provides deviated fixed route weekday service to residential and commercial areas within city limits.



Approximately 23,000 annual passenger trips are provided using a fleet of

three vehicles.

## City of Cottonwood

Cottonwood Area Transit provides demand response and deviated fixed route service within the City of Cottonwood, Verde Village, Bridgeport Area and the Town of Clarkdale. The service operates Monday through Saturday and uses a fleet of nine vehicles. Demand has grown steadily and CAT now provides 39,000 passenger trips per year.

## City of Kingman

KART is a 2-route, deviated fixed route

system which provides service Monday through Saturday in the City of Kingman.

The system provides over 60,000 passenger trips per year, with a fleet of



seven vehicles, and is considering implementation of a third route to reduce travel times and to access un-served transit dependent populations.

## City of Show Low and Pinetop/Lakeside

Four Seasons Connection provides deviated fixed route service within the City of Show Low, the town of Pinetop/Lakeside, portions of Navajo County and to the Hon-Dah Resort and Conference Center. With a fleet of four vehicles, services operate Monday through Saturday and provide 99,000 passenger trips per year.

# Rural Transit Program

## City of Sierra Vista

Vista Transit operates eight routes in the City of Sierra Vista, to Ft. Huachuca and connects with the Cochise Commuter servicing Douglas, Bisbee, and Sierra Vista. Services operate daily and utilize a fleet of 10 vehicles. Ridership has grown rapidly in recent years and now exceeds 91,000 passenger trips per year. Construction of a transit center is planned and will be the focal point for the system's routes.



## City of Lake Havasu City

Lake Havasu City provides demand response service within the Lake Havasu City limits and S.A.R.A . Park. Using a fleet of 18 vehicles which run seven days per week, Lake Havasu City provides 140,000 transit trips per year. Starting in October 2006, City Transit Services will change to a flexible fixed route system

that will deviate to serve ADA and special needs passengers.

## Town of Miami

The Town of Miami provides demand response service Monday through Friday over a 40 square mile area which includes the Town of Miami, City of Globe and portions of unincorporated Gila County. The service provides approximately 11,000 trips per year using a fleet of two vehicles.



## City of Sedona

The City of Sedona will provide three transit services starting in the fall of 2006 that will be operated and managed by Coconino Transportation Services: a circulator route serving the Gallery and the Uptown Sedona commercial area; an inter-city service from Cottonwood providing commuter service in the

morning and evening; and a paratransit service available within 3/4 of a mile within the circulator corridor. The service utilizes trolley type buses that operate seven days a week.

## Regional Public Transportation Authority (RPTA)

Valley Metro/  
RPTA  
provides  
Gila Bend  
to Phoenix



service operating two round trips per day, Monday through Friday. The service travels along Maricopa County Route 85 with stops in Gila Bend, Buckeye, Avondale, Goodyear, Tolleson and at the Desert Sky Transit Center in Phoenix. The service also has timed connections in Gila Bend with Pima County Department of Transportation's service for those traveling to Ajo.

# Rural Transit Program

## Pima County Department of Transportation

Pima County's rural transit program serves the communities of Ajo, Marana, Tucson Estates, Why and the San Xavier District of the Tohono O'odham Nation. Both local circulators and routes that connect these areas to the Tucson urban area are provided. Connector services are also provided from Green Valley to Tucson and Ajo to Gila Bend to Phoenix. The 11-vehicle system currently provides over 80,000 passenger trips per year.



## Hopi Tribe

Hopi Senom Transit provides weekday fixed route service through three routes on the reservation and



to surrounding communities. These include: Flagstaff to Kykotsmovi, Leupp, and Tolani lake Jct.; Moencopi to Kykotsmovi, Third Mesa and Old Oraibi; Keams Canyon to Kykotsmovi, First Mesa, and Second Mesa. The service is used primarily for access to employment and provides over 7,000 passenger trips per year.

## Navajo Nation

The Navajo Transit System provides fixed route service to residents living on or near the Navajo Nation which includes portions of Arizona, New Mexico and Utah. The service area includes the communities of Tuba City, Hopi Community, Steamboat, Toyey, Ganado, Window Rock, Fort Defiance, Kayenta, Many Farms, and Gallup(NM). The transit system provides more than 35,000 passenger trips per year.

## Salt River Pima-Maricopa Indian Community

SRPMIC operates a dial-a-ride transit system Monday through Friday which

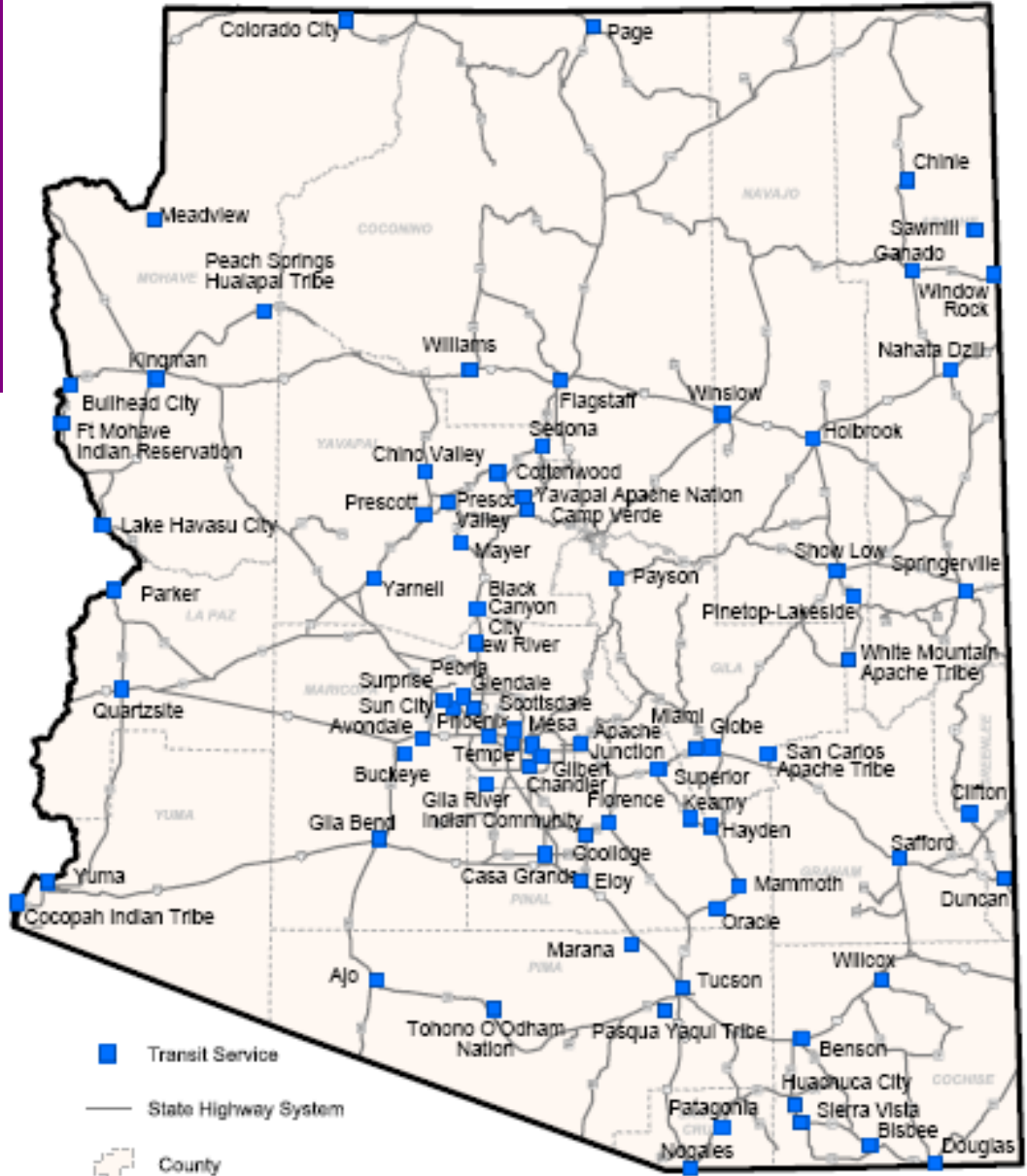
connects the Indian Community with the Public Transportation System in Scottsdale and Phoenix. More than 19,000 passenger trips are provided to commercial and employment centers using a fleet of seven vehicles.



# Elderly and Disabled Transit Program



***This map shows the communities which participate in the Elderly and Disabled Transit Program. Program participants provide more than 750,000 passenger trips per year, using 300 vehicles funded through the Public Transportation Division.***



# Elderly and Disabled Transit Program



## Section 5310 Funding

The Section 5310 Program, also known as Elderly Individuals & Individuals with Disabilities Transportation, is a federal grant program sponsored by the Federal Transit Administration (FTA). ADOT has administered 5310 for the State for over 20 years. Unlike its companion Section 5311 (Rural Public) Program, the 5310 Program focuses primarily on capital assistance to its grantees, i.e., mostly vehicles and related communications equipment.

Eligible recipients for 5310 are private-

non-profit (PNP) and public agencies which serve the elderly (age 60 and over) and persons with disabilities of any age. PNPs form the core of the program, and many Native American communities participate annually. In all, over 150 provider-agencies are assisted with funds from the 5310 Program.

ADOT undertakes a statewide application process annually, utilizing the assistance of Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) in rural and urban regions, respectively, to get the word out to prospective applicants and help the Department in carrying out regional review processes. The application process starts at the beginning of each calendar year—with the issuance of that year's new handbook & Application document—with the regional evaluation period occurring in February through April of each year. After the State and Federal approval processes take place the following summer, vehicle

procurement and delivery takes from 9 to 18 months.



## Vehicle Procurements

Once a vehicle is delivered, ADOT and the vehicle recipient jointly hold title—with ADOT as lien-holder—for 4 years or 100,000 miles, whichever occurs first. After this period, the lien is released and the recipient may utilize the vehicle for any purpose, including sale to assist with future matching fund needs for vehicle replacement or expansion service.

ADOT purchases capital equipment on behalf of the awarded applicants. Four

# Elderly and Disabled Transit Program

different types of vehicles are typically available: a wheelchair lift-equipped “maxi-van,” a slightly larger dual-rear-wheeled lift-equipped “cutaway,” a 12 passenger maxi-van without lift, and a 7 passenger mini-van. To cover the procurement costs, a maximum local match of approximately 20% of the invoice is required of the recipient-agency, and the local operator is responsible for all operating costs for the vehicle.

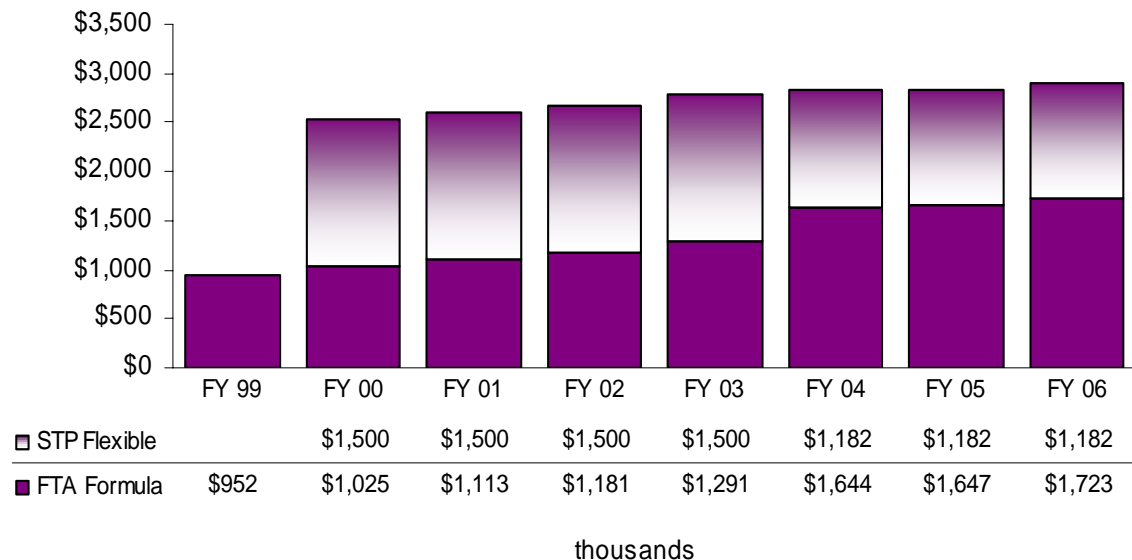
## Program Growth

Starting life in the early 1980s with a fledgling 10 to 15 vehicles per year, the Program has grown to over 100 vehicles per grant. With the aid of additional funds from the Surface Transportation Program (STP) Flexible Fund program—jointly funded by the Federal Highway Administration (FHWA) and FTA, the current ADOT 5310 budget is approximately \$2.9 million.

The Section 5310 Program has over 300 vehicles active in the field—either on lien or still providing useful “primary” service past lien. Many additional older vehicles live on to provide important back-up service for their operators. ADOT-assisted programs provide transportation services representing over 750,000 passenger trips

annually throughout the state. Trip purposes range from daily medical needs to employment, shopping and nutrition programs. The percentage of elderly or senior program agencies and those providing services specifically to disabled persons is split roughly 50/50.

## Elderly & Disabled Transportation Funding



# Transit Planning



PTD's Transit Planning program administers federal funds available to

aid in urban and rural transit planning.

## Metropolitan Transportation Planning

The Federal Transit Administration Section 5303 program provides approximately \$1,548,000 annually to fund and to provide financial assistance to Metropolitan Planning Organizations (MPOs). There are currently five MPOs in the state which receive Section 5303 funds: Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), Yuma Metropolitan Planning Organization (YMPO), Flagstaff Metropolitan Planning Organization (FMPO) and Central Yavapai Metropolitan Planning Organization (CYMPO). Section 5303 funding is allocated to the MPOs based

on an FTA-approved formula which considers population and provides 80% of the planning funds. The MPOs must provide the remaining 20% as a match.

5303 Distribution of Funds	
MPO	Distribution
MAG	\$919,605
PAG	\$227,835
YMPO	\$30,013
FMPO	\$25,803
CYMPO	\$25,803

MPOs utilize the transit planning funds to support the costs of preparing long-range transportation plans and transit improvement projects for their local area. MPO's must consider a number of factors in developing their transit plans such as intermodal access, metro roads, environmental effects, and enhancement of transit services. They must coordinate with State air quality agencies in metro areas that are in non-attainment for ozone or carbon monoxide. PTD encourages MPOs to use this funding to

conduct balanced and comprehensive intermodal transportation planning and studies.

## Statewide Transportation Planning

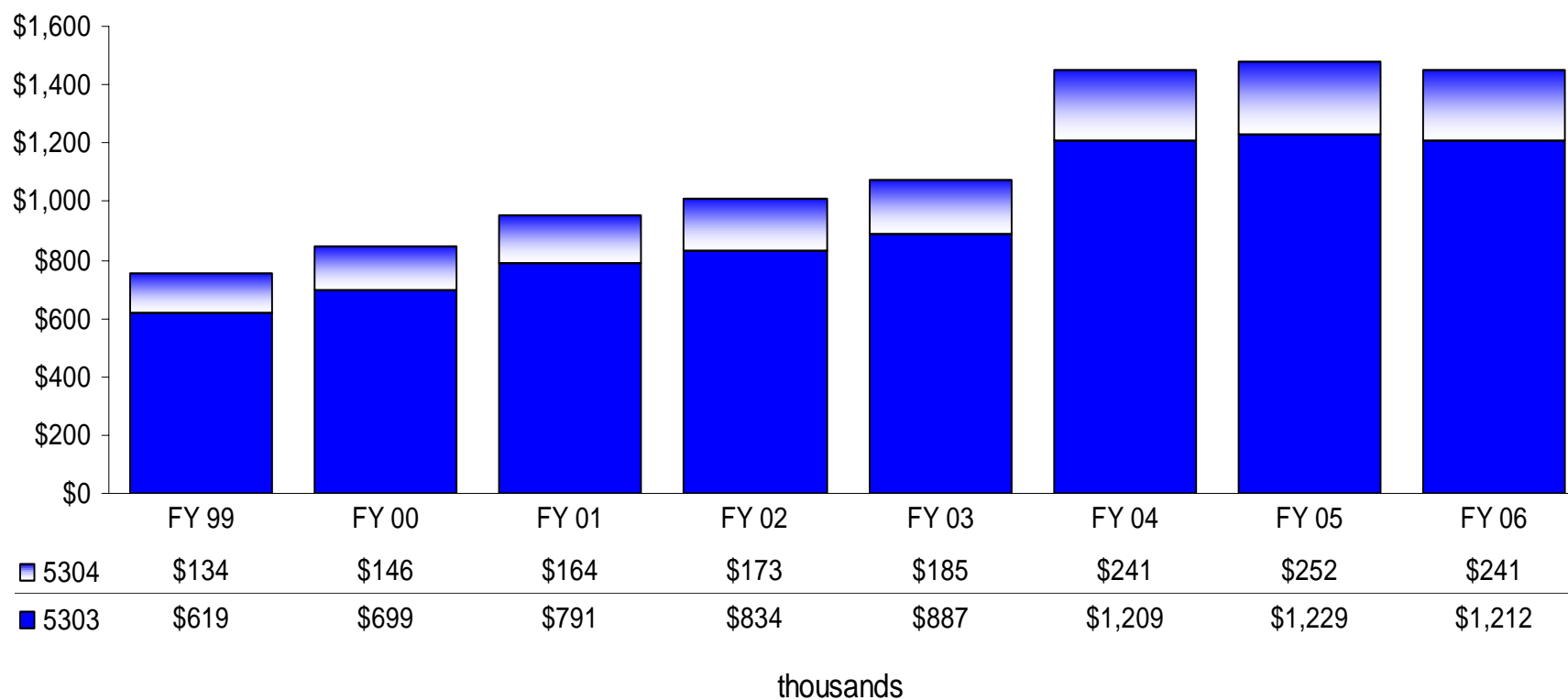
The FTA Section 5304 (formerly 5313) funds are apportioned annually to the states for use in rural planning and research. ADOT receives approximately \$308,000 a year to provide technical assistance to communities for rural transit-planning. Current Transit Feasibility Studies include the City of Nogales and the City of Maricopa.

## Urban Formula Grants

In some cases, FTA Section 5307 formula capital funding becomes available to small urbanized areas prior to organization as an MPO. In these cases, ADOT provides planning and administrative assistance to develop a transit program and purchase equipment when required.

# Transit Planning

## FTA Funding for Transit Planning



# Rail & Safety Oversight

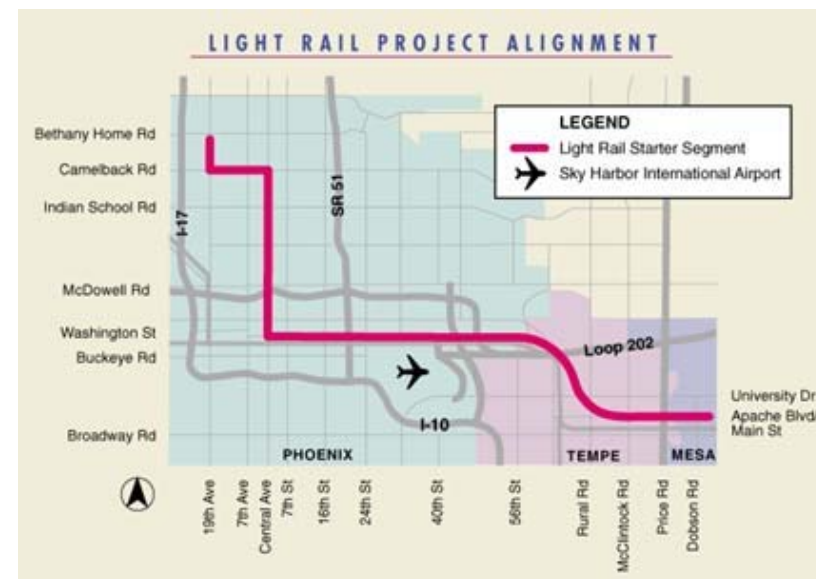
The Public Transportation Division is designated by USDOT mandate as the State Safety Oversight Agency for Light Rail projects within Arizona. In this role, PTD establishes state safety standards for LRT systems statewide and monitors 21 safety functions, including:

- Safety Standards
- Security Standards
- Hazard Management
- Corrective Action Plans
- Safety Reviews
- Reporting Requirements

Valley Metro's LRT system now under construction, is currently the state's only light rail project. PTD staff provides effective processes and procedures that will guide affected rail transit agencies in the implementation of their respective safety and security programs. An example is the System Safety Program Plan. This plan is a document developed and adopted by the rail transit agency,

describing its safety policies, objectives, responsibilities, and procedures.

PTD also partners with other state DOTs to standardize industry safety practices by attending the annual State Safety Oversight Conference sponsored by the Federal Transit Administration and the Volpe Center.



# Special Projects

## Arizona Framework for Coordinated Transportation

ADOT-PTD has begun to strategize the coordination efforts and funding of four inter-related programs that includes Arizona Rides, Job Access & Reverse Commute, New Freedom, and a State Rural Transit Needs Study. Efforts will focus on coordination and funding to best meet planning requirements, funding distributions, and program implementation to meet federal guidelines.

## Arizona Rides

Arizona Rides, the state's response to the federal United We Ride challenge, has moved ahead. In December 2005, on the heels of the Action Plan & Statewide Assessment conducted last year, ADOT



submitted a grant application on behalf of Arizona Rides to the Federal Transit Administration (FTA) and was awarded the full \$75K for the implementation grant request. The intent of FTA's 2006 United We Ride program is to support states with implementation of their action plans. ADOT's proposal focuses on assisting regions, via their Council of Governments and Metropolitan Planning Organizations, to form regional and sub-regional coordination councils to reinforce implementation of the Arizona Rides Action Plan at the local level. As a support element of the Arizona Rides initiative, the Pinal Rides Transportation Coordination demonstration project has also moved ahead. The Study Advisory Committee has formed into a regional coordination committee comprised of the main actors involved in the Pinal action



plan elements developed over the past year. Three efforts currently under way include collaboration among agencies within central Pinal County on training resources and activities, including driver and Passenger Safety & Security Training, formation of a regional Coordination Council, and development of pilot routes for local connections between Florence, Coolidge and Casa Grande. As intended, the Pinal project has become a test pilot for local human service providers working together, including important successes as well as lessons learned along the way. All federal transit grantees, including Section 5310 and 5311 recipients, are being "recruited" as partners in the Arizona Rides effort to insure better cooperation and collaboration between transportation providers which serve human services and other special needs populations, regardless of whether the grantee-agency is considered, itself, a traditional "human services" or transit provider.

# Special Projects

## LTAf II

Local Transportation Assistance Fund II (LTAf II) is a state-funded program designed to provide local communities with additional transit assistance. Originally based on Vehicle License Tax revenues, the formulation of the fund is now primarily General Fund revenues and Powerball Lottery proceeds, with the latter source providing the larger input in recent years. When the state's Powerball proceeds reach a certain threshold, excess revenue is allocated to cities, towns and counties for public transportation purposes. The threshold for the FY 2007 distribution was raised to \$37M from \$31M the year prior and the program distribution is capped at \$18M. LTAf II funding may or may not be available in any given year and can fluctuate greatly. For example, the period FY 1999 – FY 2006 reflected three spikes in distribution of \$15.4M, 13.5M and 18M, one year with no distribution, and three years with \$6.5M,

\$7.1M, and \$5.2M. If funds are available from FY06 proceeds, the next distribution to cities, towns, and counties will be during the second quarter of FY 2007.

In rural communities with Section 5311 programs, funds are typically used to assist with transit programs' operations and capital needs, including local

matching funds for ADOT federal grants.

While not available *directly* to

most Section 5310 providers, private-non-profit groups and Tribal Governments can approach their proximate local jurisdictions to request all or a portion of those entities' LTAf II distributions as sub-grantees of those communities. Unlike many federal transit grants, LTAf II has few limitations on use (capital, operations, planning are all



permitted), as long as the funds are spent on "public" or publicly-endorsed "special needs" transportation such as that provided by Section 5310 recipients.

## Regional Transit Connector Service

RTCS is a set of four 3-year pilot projects to study and showcase the need for community transit funding throughout the state, and rural-to-urban connectivity in particular. The Regional Transit Connector projects demonstrate the needs of smaller, outlying communities for transportation connections to critical medical, employment, nutrition and shopping services available only in larger urban centers. This program utilizes a blend of federal, state and local funds and was developed by the Department in financial partnership with the cities of Flagstaff and Phoenix.

The four pilot connector routes are Ajo to Phoenix, Wellton to Yuma, Kachina Village to Flagstaff, and Green

# Special Projects

Valley/Sahuarita to Tucson. The Ajo-Gila Bend Connector (to Phoenix) was inaugurated April 2005 after a four year hiatus following funding cutbacks in 2001. It represents a unique collaborative multi-jurisdictional effort between ADOT, Valley Metro/Regional Public Transportation Authority (RPTA), Pima and Maricopa Counties. The Wellton to Yuma and Green Valley/Sahuarita to Tucson service began February 2006. The fourth connector service, Kachina Village to Flagstaff, began May 2006.

## Travel Reduction Program

The Public Transportation Division is host to ADOT's travel reduction program effort. The objective of this program is to meet trip reduction ordinance requirements within Maricopa County and to establish a culture of alternative travel and work place options throughout the Department. Through transit ridership, carpooling and vanpooling, bicycle and pedestrian programs, telecommuting

options, alternative work schedules, teleconferencing and other methods, ADOT is contributing to improvements in air quality and traffic congestion throughout the state.

## State of Arizona Railroad Inventory and Assessment

The Public Transportation Division will lead an effort in partnership with the Transportation Planning Division to complete a baseline assessment of all of the state's current rail infrastructure, including it's condition, it's usage, and any short-range plans to improve it, in cooperation with several other state and regional partners. The baseline assessment will enable agencies and regional/local municipalities to understand current infrastructure



condition and uses. This will help to facilitate additional study work and/or initiate future improvement plans. The results of this study will be included in MAG's upcoming commuter rail study in 2007.

## State of Arizona Rural Transit Needs Study

In a partnership with the Arizona Transit Association, the Public Transportation Division will be conducting a yearlong study that will focus on identifying needs, service gaps, and quantifying costs of providing a more comprehensive rural transit network. Also included in the study will be some Job Access & Reverse Commute and New Freedom program planning elements.

## Job Access & Reverse Commute Program (JARC)

The JARC program supports the development and maintenance of transportation services so that welfare

# Special Projects

recipients and other eligible low-income individuals can access jobs and job-related activities. The reverse commute aspect of the program is intended to service inner city transportation needs to suburban employment centers. Program funds are now formula apportioned based on the population of welfare recipients and eligible low-income individuals. Nationally, 60 percent of the funds go to designated recipients in urbanized areas with populations of 200,000 or more; 20 percent goes to states for urbanized areas between 50,000 and 199,000; and 20 percent goes to states for non-urbanized areas.

MPO's with urbanized populations of 200,000 or more have the responsibility to ensure program funds are distributed based on a competitive process and that funded projects are derived from a coordinated public transit-human service transportation plan. ADOT has the same responsibilities for small urban and non-urbanized areas. ADOT will be working

with the small MPO's and COG's to develop a competitive selection process and a coordinated plan associated with Arizona Rides and the Section 5310 Elderly and Disabled Transportation program.

## **New Freedom Program**

Created under SAFETEA-LU, the purpose of the New Freedom Program is to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. Eligible projects include, but are not limited to: Purchasing vehicles, making accessibility improvements to transit, and supporting volunteer driver and aide programs.

The distribution of funds to designated recipients is the same as in the JARC program as well as program administration responsibilities for the large MPO's and ADOT. Under the New Freedom program, ADOT will also be

working with the small MPO's and COG's on plans and specific distributions.

## **Small Area Transportation Studies (SATS)**

Administered by the Transportation Planning Division, the SATS program objective is to develop a transportation plan for a defined local area that will guide multi-modal planning and programming on local roads over a 20-year timeframe. The study will inventory current conditions for all travel modes, identify deficiencies, forecast future needs, and identify and analyze alternative solutions. The Public Transportation Division's role in the SATS program is to ensure each study effectively addresses public transit needs in the study area.

# Public Transportation Division

## Arizona Department of Transportation

Jim Dickey - Director  
Public Transportation Division

206 S. 17th Ave, 340B  
Phoenix, AZ 85007

602.712.8137

[www.azdot.gov/ptd](http://www.azdot.gov/ptd)

**ADOT**

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